

GARAGE AND AUTOMOBILE NEWS

A Famous Renault Car Reaches Honolulu

The von Hamm-Young Company's spacious garage, repairshop and salesroom presented as busy a sight during the past week as usual.

A number of new cars arrived by the Lurline and the Sierra, among them being the first high-powered imported car made by the famous firm of Renault Freres, of Paris. The Renault agency has just been taken up by The von Hamm-Young Company. It represents a new departure in the local automobile business, Honolulu following the lead of the large cities of the mainland in which the Renault is now one of the most conspicuous of high-class cars.

A great deal of interest has been shown in this new Model Renault. It has the famous long stroke, the bore is specially built for American roads, being 4 1/2 inches and the stroke 6 1/2 inches. This long stroke engine gives an almost constant torque, allows a much higher compression and makes it possible for the car to run very slowly yet powerfully. It is quiet and smooth running, and its long stroke pulls quietly and evenly at low engine speed.

The Renault is generally recognized as Europe's best car and the arrival of this car in Honolulu has therefore created quite a sensation.

Among other cars received this week is a beautiful fore-door 7-passenger Packard touring car which has been purchased by Mr. Willard E. Brown. This car has preceded Mr. Brown by just a week as he will be back by the Mongolia on the 15th.

Mr. Walter Dillingham has also joined the ranks of the Packard enthusiasts, being the purchaser of a Model 30, 5-passenger Packard phaeton which is being very generally admired.

The latest convert to automobilism is Mr. Hocking who has purchased from The von Hamm-Young Company a six cylinder Thomas Flyer touring

car. Mr. Hocking is greatly pleased with his purchase and is taking a great deal of pleasure in driving his beautiful car.

The Cadillac keeps to the fore as much as ever. A number of orders have been booked by The von Hamm-Young Company for the new 1911 cars.

Of interest is the sealed time run won by the Cadillac.

Of interest is also the sealed time run won by the Cadillac:

Colman B. Harris, of Wilmington, Delaware driving his Cadillac Thirty, won the sealed time run of the Delaware Automobile Association.

The run was from Wilmington to Oxford, Pennsylvania, and return, a distance of 72.6 miles. The sealed time was 4 hours 19 minutes, and the Cadillac's time was 4 hours 14 minutes.

In a sealed time run, the committee that decides upon the route, figures out the time which shall be allowed. The time is kept secret from the drivers, and the car which finishes in time closest to that decided upon by the committee is the winner.

FORD SHOWS UP WELL.

In the six-day reliability run for the Sentinel cup, the Ford again demonstrated its ability to take as hard going on a continuous run as any machine made, irrespective of size. The little Ford driven by Blener finished a full three hours ahead of the rest and the technical examination at the end of the run found it in absolutely perfect condition. This puts the car on a par with the best in the contest, including \$4500 machines. Throughout the run the Ford demonstrated superiority over all contestants in respect to tire wear. No change of tires was made by this car nor was air once put in.

CHALMERS-DETROIT IN RECENT GLIDDEN TOUR

When the Gliddenites hit the old Louisville and Nashville pike, they thought they had struck about the worst road in the world. When they finished the run through the Tennessee hills and into Sheffield, Ala., they had passed over something worse, but they firmly believed that there must be improvement from that point. On the run from Sheffield to Memphis, went from bad to worse through the forest lands and swamps of Mississippi and Southern Tennessee and thus it was almost every day during the tour. And when it seemed that the roads could not become worse, they simply ceased to exist. The tourists pounded their way over going which was never intended for anything but a mule or an ox team; certainly not for an automobile.

But probably the very worst piece of road in the entire trip was the run over the roadbed of the Rock Island railroad crossing the Red River on the approach to Terral, Okla. Most everyone knows what the average railroad track looks like. It was over just such a track that the Glidden tour cars pounded for considerably over a mile and a quarter. The temperature was about 110 in the shade, only there was

not a piece of shade the size of a postage stamp within a mile of the bridge. Drivers had to take the utmost care to keep on the roadbed and if a car had happened to slip off, there was a nice drop of 10 to 50 feet down the rock embankments into the quicksand which borders the Red river.

Never will one of the men who rode over that mile and a quarter forget the agony of bumping from tie to tie. And when it seemed that one had reached the end of human endurance, one could look ahead and see apparently endless miles of these ties still waiting to be jolted over.

It was right in the midst of this severest of all automobile trials that Bill Bolger, driving Chalmers 5, the last car in the tour to lose its perfect score, had a blowout. In the boiling sun on a railroad track wide enough to give the automobile runway, Bolger had to bring his car to a standstill to change a tire. Every man who rode in that car says that experience was the most agonizing of his entire life. Yet Bolger got through that day's run with a perfect score even though the betting in Dallas that morning had been 10 to 1 that he would not finish the day without penalty.

A striking mark of identification on all Chalmers cars for 1911 is an azure blue bar across the top of the radiator. This blue line is the same color as the famous "Bluebird" racing cars, which won for the Chalmers the title of "Champion cars" for 1909. The blue bar is the company's recognition of the performances of the "Bluebirds" on road, track and hill.

ASSOCIATED GETS GLIDDEN RESULTS

News of the awarding of the Glidden tour trophy to the Chalmers-Detroit car has been received by Manager Hall, of the Associated Garage. It is therein shown that the Chalmers car went for the greatest number of days and miles before receiving any penalties whatever, and was finally awarded the coveted prize in place of the Premier for the reason that it was strictly a stock car. This adds another splendid trophy to the long list already held by the Chalmers, attesting to the enduring qualities of the machine.

Manager Hall reports that the sales of Hudson cars still keeps up and inquiries concerning them are coming in from many quarters.

During this week another touring car of the latest model was sold, delivery to be taken in a few days.

Two of the splendid Pierce-Arrow cars of the 1911 model will be due to arrive here next month. Both importers and owners are on tip-toe to see the new beauties.

Three new Hudson cars came in during the week quite unexpectedly. They had already been sold to arrive but were not looked for in some days yet.

The Associated is just now having a big run on automobile parts and supplies. Gradually the stock in this line has been brought up to a point where it now includes practically everything the automobilist may require.

MITCHELL CARS ARRIVE.

By the Lurline this week the Schuman Carriage Company received four of the fine medium-priced Mitchell cars—a machine which has taken an immense hold in the Islands. These cars have already been unpacked and are open to inspection. A few years ago the Mitchell car was hardly known in Honolulu, but now it is a common sight on the street. It is a machine that has come to the front purely by virtue of quality for the price. It has never had any extraordinary advertising here, but each Mitchell buyer has voluntarily become an advertiser of its merits.

Another car received by Mr. Schuman during the week was an E. M. F. of the latest model.

During the week the Schuman garage has sold a 1911 Locomobile to Frank Thompson and a Mitchell roadster to Jack Dillon, of the Honolulu Iron Works. Both of these cars are recent shipment.

ALCOES HERE TUESDAY.

Manager George Wells, of the Hawaiian Garage, has received a cablegram informing him that the long-expected Alco cars are on the Wilhelmina and will arrive here next Tuesday. Only two of them have been bargained for. However, they will be held at the garage long enough for all interested parties to have a good look at them. The Alcoes are among the highest priced cars ever brought to the Islands.

Mr. Wells reports a continuation of lively shop business. Not having cars on hand, he has not been able to make any sales lately.

CHALMERS WINS AGAIN.

The Pioneer Automobile Company has just been advised that Allan McDonald, driving a Chalmers "40," has climbed over a fourteen per cent grade in three events out of four entered. This gives the car the J. G. Cannon cup again this year, making the second consecutive year that it has held the trophy.—S. F. Bulletin.

THE 1911 PIERCE ARROW MOTOR CAR

With a scarcely noticeable cessation in its manufacturing routine the Pierce-Arrow Motor Car Company of Buffalo finished its shipments of 1910 cars in June and began the turning out of its new models. Following its policy of last year the Pierce-Arrow company will manufacture six-cylinder cars only. Sixty-horsepower cars have been given precedence in the order of manufacture of the various models and a number of these are already in the hands of owners. The 48 and 36-horsepower models will follow the larger cars in their course through the factory.

On the large Pierce-Arrow model previous to the one now being manufactured six different bodies were mounted. On the new model there are eight. The styles and their seating capacity are: Runabout, 3; miniature tonneau, 4; protected touring, 5; close coupled, 5; touring car, 7; suburban, 7; landau, 7; touring landau, 7. The close coupled car is a comparative new comer in the Pierce-Arrow fold while the protected touring car and touring landau are new, the first model of the latter having been shown at Madison Square Garden in January. The protected touring car is one with flush doors both front and rear. The wheelbase is comparatively short for the power of the car and in effect is a modified type of the so called "gunboat" car which has sprung into popularity abroad.

Mechanical refinements have been

many. Those on the motor, which has a bore of 5 1/4 inches and a stroke of 5-12 inches, are principally steps toward absolute noiselessness while those of the transmission aid in the quality of facilitating gear changes at very low speeds. A trend of the times is shown in the clearance from the running boards of accessories. On one side of the car only the spare tires are to be seen and on the other the battery box which has been enlarged sufficiently to carry small supplies.

The standard equipment of its cars by the Pierce-Arrow company has always been regarded as remarkably complete but for the new models it will be even more comprehensive than before. Cape tops and glass fronts are provided on all models and a partial list of the other stock equipment includes a power driven pump for tires, shock absorbers, two Pierce-Arrow designed head lamps, electric or oil side and rear lamps, an electric lamp for illuminating the number. Presto-Lite tank carried in a special compartment, a gasoline priming pump and fuel gauge on the dash and a luggage rack in rear.

BODGE SELLS CARS IN SAN FRANCISCO.

SAN FRANCISCO, July 28.—E. E. Bodge, representing the Von Hamm-Young Automobile Company of Honolulu in San Francisco, has succeeded in placing several high-class used cars in the local territory. Among them are a Premier touring car to W. D. Morrison of Richmond and a White Steamer each to H. F. Stone of Ignacio and A. L. Thomas of San Francisco. Bodge states that he still has a fine line of high-class and little-used cars of which he expects to dispose in this locality.

The Gentle Cynic

Be sure you are right and then prove it.
Give a dog a bad name and no one will steal him for his collar.
Fortunate is the man who is right at least half the time.
Some people are never so happy as when they have bad news to tell.

Eternal vigilance is the price of liberty, and it is constantly going up.

Adam and Eve were doubly unfortunate in not being able to blame their downfall on heredity.

The inventor has never been born who could patent a scheme for making both ends meet.

Some of us have more confidence in each other than we have in ourselves.

By the time the average man is financially able to gratify his tastes he hasn't any.

Many a woman's only idea of economy is to have her ball gowns cut lower.

To the pessimist the wheel of fortune invariably suffers from a punctured tire.

Probably Justice is represented as being blindfolded because there are times when she is ashamed to look herself in the face.

Even the new woman is not averse to hearing the old, old story.

Shooting folly as it flies would seem to be a waste of good ammunition.

Those who are most accomplished don't always accomplish the most.

Few men in real life have quite as much dignity as a butler in a play.

Many a man sings his own praise who has no idea of harmony.

Women are becoming more changeable. The divorce courts prove it.

Perhaps discretion is the better part of valor because it has a commercial value.

The popularity of many a preacher consists in the frequency with which he exchanges pulpits.

Lots of people ought to be sent to the north pole, where they would have less latitude.

It's the unexpected that happens, and even then there's always someone to say "I told you so."

What man has done man will do, in spite of the fact that there's a lot he shouldn't.

The one man in the world who should see himself as others see him is the man with whiskers when he eats soup.

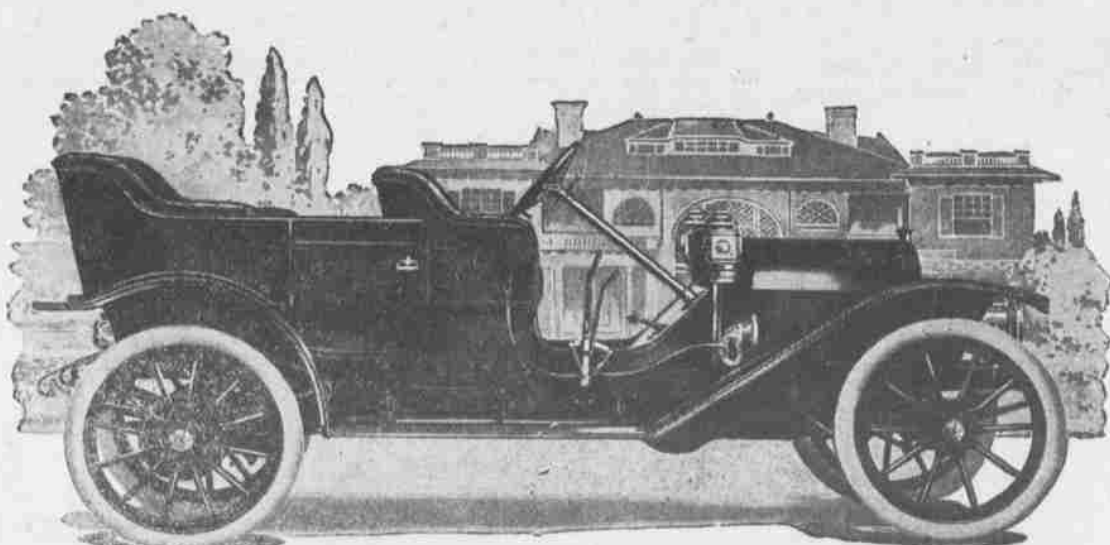
Pau ka Hana

Leaves the mark of cleanliness and good housekeeping wherever it is used. Ask your grocer



FRED. L. WALDRON,
Distributor

The "Everitt Thirty"



Price, \$1,350.00 f. o. b. Factory

Standard equipment includes Splittorf Magneto, Oil Lamps, large Gas Lamps, Generator and Horn, Mohair Top and Glass Front cost \$100.00 extra.

SPECIFICATIONS

Color	Royal Blue
Seating Capacity	Two, four and five persons
Clutch	Cone
Wheel base	110 inches
Gauge	56 inches
Tire Dimensions	34 x 3 1/2 inches
Brake Systems	Two Sets contracting and expanding on both rear wheels
Horse-power	Thirty
Cylinders	Four
Arranged	Vertically under hood
Cast	En Bloc
Bore	4 inches
Stroke	4 3/4 inches
Cooling	Water
Radiator	Vertical Tube
Ignition	Jump Spark
Electric Source	Dry battery and magneto
Drive	Shaft
Transmission	Selective sliding gear on rear axle
Gear Changes	Three forward, one reverse

The coming out of this car at \$1,350.00 is one of the big events in the automobile world.

You can't understand the full force and scope of this statement until you know what has gone into the making of the "EVERITT 30."

The newest factory and the oldest builders tells the story in a single phrase.

**A Carload has just arrived
COME and SEE THE CARS**

THE VON HAMM-YOUNG CO., LTD
SOLE AGENTS